

Family of Medium Tactical Vehicles (FMTV)

The Family of Medium Tactical Vehicles (FMTV) is a family of 2.5-ton and 5-ton vehicles and trailers based on a common truck cab, chassis, and internal components. The trucks' components are primarily non-developmental items integrated in rugged tactical configurations. The light-medium tactical vehicles are 2.5-ton payload capacity models consisting of cargo, airdrop cargo, and van variants. The medium tactical vehicles are 5-ton payload capacity models consisting of cargo (with and without material handling crane), long wheel base cargo (with and without material handling crane), airdrop cargo, tractor, wrecker, dump, and airdrop dump variants. New variants not yet operationally tested or in production are a 5-ton expansible van, a load handling system (palletized loading) truck-with-trailer, and a 10-ton dump truck. The Army designated the first 11,000 of the trucks produced the A0 version; subsequent production trucks are designated the A1 version. The Army has a total acquisition objective of 83,000 trucks and 10,000 trailers; and has fielded over 21,000 A0 and A1 trucks and 1,300 trailers.

The Army conducted initial operational testing at Ft. Bragg, North Carolina, in three phases. Phase I, conducted September-December 1993, was terminated for poor demonstrated reliability. Phase II, conducted June-November 1994, was interrupted and cancelled when the soldiers of the test unit deployed to Haiti. Phase III, conducted April-July 1995, was the basis of the DOT&E test and evaluation report to Congress.

The Army made the first full-rate production decision in August 1995. During 2003 the contract was re-competed in a program called the FMTV Competitive Re-buy. The Army awarded the contract to Stewart and Stevenson Tactical Vehicle Systems (the incumbent).

TEST & EVALUATION ACTIVITY

FMTV testing during FY03 included follow-on production testing to verify the performance and quality of current production A1 vehicles. Testing also included government competitive testing to verify performance, reliability, maintainability, and conformance to the technical data package of the upgraded A1 vehicles submitted by the two Competitive Re-buy contractors.

Limited User Tests are planned for the expansible van in June 2005, the load-handling system in October 2005, and the 10-ton dump truck in May 2006.

TEST & EVALUATION ASSESSMENT

Based on prior operational test and evaluation and current production testing, the FMTV trucks continue to be effective and suitable. The reliability for each of the variants has improved from the A0 to the re-buy trucks. The minor changes between the A1 truck and the re-buy trucks do not require additional operational testing. Residual concerns can be addressed in the planned production verification tests and the limited user tests of the expansible van, the load-handling system truck-with-trailer, and the 10-ton dump truck. The Test and Evaluation Master Plan will be updated to reflect this. The program intends to provide armor kits for use on trucks deployed to Iraq. The Test and Evaluation Master Plan will include plans to conduct survivability testing of trucks with these armor kits. Although safety issues related to failed drivelines have been addressed with modified driveshafts, the program office is investigating an improved driveshaft. DOT&E will follow this development.



The program intends to provide armor kits for use on trucks deployed to Iraq.

